

SPECIAL NOTICES.

Plumbing Made O. K.

Defective plumbing can cause much damage. Have your work inspected by the plumbing inspector and see if it is in shape for the winter. H. H. HINSON & McARTHUR, 1517 14TH ST. N.W.

THE BOOKS FOR THE TRANSFER OF STOCK OF THE Franklin Insurance Company of Washington will be closed from Oct. 20 to November 1, 1909.

W. P. YOUNG, Secretary.

Mountain Grain

Miller's

of finest quality is used for making Miller's Self-Raising Biscuits. Strictly pure—no artificial coloring.

SELF-RISING FLOUR for making your next BUCKWHEAT.

Write for your grocer's. No consumers supplied.

B. B. Earnshaw & Bro.,

WHOLESALE GROCERS, 1114 and M Sts. S.E.

"I NEVER DISAPPOINT."

Business-producing

printing is a specialty

with us. The other kind fattens the waste basket and makes no profit.

BYRON S. ADAMS, PRINTER.

Phone 3600. 512 1/2 street.

Modern Plumbing

Is Essential.

Good time to have the old plumbing fixtures replaced with modern appliances.

Do the work in the most efficient manner.

Coburn, Hanes & White Co.,

1111 H St. N.W. Phone M. 2729.

Legal Printing

Especially Featured.

Our facilities for printing are thoroughly up-to-date. We will do your printing better and for less than other charges.

Prints and binds quickly and correctly.

Juda & Detweiler, Inc.,

THE BIG PRINT SHOP, 420 1/2 11TH ST.

Phone 1041.

Grafton Always

Makes Good.

No uncertainty when you have the roof repaired done by Grafton. All work strictly first-class and fully guaranteed.

Grafton & Son, Inc.,

1111 H St. N.W. Phone M. 790.

Whether Your Orders

for MILLWORK

are extensive or otherwise they'll always have prompt attention at Barker's. Complete facilities in planing, molding, and turning.

LOWEST PRICES. Call us "SHOW YOU!"

Geo. M. Barker, 1517 7th St. S.E.

Phone 4,280-11.

Is Your ROOF SAFE?

Roofs repaired or new installed. Our thorough, sincere work prevents damage. Saves you the cost of putting in good shape before the next storm.

IRON CLAD Roofing, 1412 G St. N.W.

Phone M. 1041.

A SPECIAL MEETING OF THE STOCKHOLDERS

of the Hall Association of the G. U. O. of D. F. of the D. C. will be held at the hall, No. 1096 M St. N.W., FRIDAY, October 22, 1909, at 8 o'clock p.m. for the consideration of the following important business:

1. To elect officers for the year 1909-1910.

2. To consider the report of the committee on the proposed merger of the G. U. O. of D. F. of the D. C. with the G. U. O. of D. F. of the D. C. of the District of Columbia.

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KEEPS NEAR TO EARTH

Flights at Low Altitude by

Wright Aeroplane Today.

PUPILS SHOW PROGRESS

Lieut. Humphreys in Control While

Circling College Park Field.

COLD WEATHER INTERFERES

Wind Blowing at From Eight to

Ten Miles an Hour—Work

Yesterday.

The first flights of the Wright aeroplane at College Park today took place soon after sunrise. It was the coldest day that the aviators have yet faced, and after two very short flights Mr. Wright came down rubbing his cheek and looking for snow to put on his nose, declaring that the flights were off until he got something to eat. The field was white with hoarfrost, and though there was scarcely a breath of wind stirring, the air was bitter cold, and the enlisted men, grouped shivering around the starting derrick, declared that they had to pour hot water over their blankets this morning before they thawed out enough to peel off.

It was so cold that the gasoline apparently did not work very well, and two false starts were made before the machine got into the air. There was no attempt made to start without the weight, and when the machine was sent up at 6:51 it simply skidded along the ground and refused to mount into the air at all. The engine was running more slowly than usual, and apparently it needed to get warmed up before it was really efficient.

The next start was made at 7:15 and again the machine would not take the air. It was brought back to the rail by the enlisted men, who, like the engine, were by that time warmed up to their work, and at 7:25 it was sent off again with Lieut. Humphreys as a passenger.

Circles Field at Low Altitude.

The field was circled at a low altitude and the aviators stayed in the air only three minutes. At that time it was so cold that the engine would not run for more than a few minutes at a time, and the machine was brought down at 7:30. The engine was again warmed up, and at 7:45 it was sent off again. This time it was successful, and the machine was in the air for a full hour. When the party returned to the shed Mr. Wright went up with Lieut. Humphreys for a flight of a half hour, and the practice was called off for the forenoon.

Making Good Progress.

Both of the pupils are progressing very well in handling the aeroplane and probably will be allowed to make flights alone in the course of another week.

There was a six to ten mile wind blowing most of the day, and Mr. Wright took advantage of the full in aerial activity to come in town in order to look after some business.

Two Flights Yesterday Afternoon.

Two long flights were made yesterday afternoon, but on neither of them did Mr. Wright leave his pupils so much to themselves as he had done during the morning. It was fairly quiet throughout the early afternoon. Lieut. Lahm had gone to Washington and Mr. Wright did not start with Lieut. Humphreys until well on in the day.

The machine was brought out of the shed and the first start was made at 2 o'clock. Lieut. Humphreys was the only available passenger, and he was taken up for a spin of eighteen and one-half minutes. The machine was then brought down at 2:18, and Lieut. Humphreys spent a full hour that he has spent in the air.

The machine flew low. This has been a characteristic of nearly all of the Wright training flights. Round after round of the big field was made at a height of twenty feet, and frequently the machine was not as high as the heads of the spectators. On one of the rounds there was a train passing, and Lieut. Humphreys was seen to wave his hand to the train. It was seen that it would course down the west side of the field about the time the aeroplane was going down. The aeroplane was in the lead when the train came, and the machine climbed higher, because it has been found that the train disturbs the air enough to make steering difficult even at the range of fifty yards.

The train and the flying machine ran on parallel courses for only a few hundred yards, but in that time the aeroplane just about held its own. Mr. Wright said afterwards that he thought if he were high enough in the air to be out of the disturbed area he could speed up the machine and give it a head race. If he did not beat it, it is difficult for him to tell when a train is coming behind him, however, as the engine makes noise enough to drown the sound of the train. It is hoped, however, that before the flights are over there will be no more of this kind of thing.

When the flight with Lieut. Humphreys was over, the machine was taken back to the shed and the crowd dispersed, believing the work was over for the day. But after the machine was conducted, Gen. Allen, chief of the Signal Corps; Maj. Squier and some friends came out, and as Lieut. Lahm had arrived he was taken up for a flight also.

False Start Made.

The engine was not working very well and one false start was made when the machine was sent up. It was sent up at 2:15 and it was seen that it would course down the west side of the field about the time the aeroplane was going down. The aeroplane was in the lead when the train came, and the machine climbed higher, because it has been found that the train disturbs the air enough to make steering difficult even at the range of fifty yards.

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